

**A HISTORIC ARCHITECTURAL
BACKGROUND STUDY
DELAWARE AIR PARK
CHESWOLD, KENT COUNTY, DELAWARE**



John Milner Associates
Architects • Archeologists • Planners

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BACKGROUND STUDY
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ABSTRACT

John Milner Associates, Inc. (JMA) conducted a historic architectural background study in conjunction with preparation of an Airport Master Plan for the Delaware Air Park (Air Park), located in Cheswold, Kent County, Delaware. This study was conducted for R. A. Wiedemann & Associates, Inc. on behalf of the Delaware River and Bay Authority and the Delaware Department of Transportation (DelDOT). The purpose of the study is to identify those properties located within a designated study area that meet the 50-year age consideration of the National Register of Historic Places.

The study area (Figure 1), defined in consultation with the Delaware State Historic Preservation Officer, encompasses a one-mile radius from the site of any planned or proposed improvements to the Air Park. Potential improvements considered in the determination of the study area included a possible north-south runway and its associated runway protection zone and a new runway parallel to the existing runway and its associated runway protection zone.

The study area, a roughly clover-leaved shaped tract, extends northward from the airport area to Garrisons Lake on the northeast and Masseys Millpond on the northwest. The study area extends west to west of Seven Hickories, south to the Eden Roc vicinity and east to the Eberton vicinity. Major thoroughfares in the study area include U.S. Route 13, Delaware Route 42, and Delaware Route 15. A majority of the study area is rural in character with several active farms. Other portions of the study area include commercial and older residential development along the DuPont Highway (U.S. Route 13), village development in Cheswold and vicinity, and suburban development along Route 42 and Salisbury Road. Several former farm tracts have been recently subdivided into large residential developments with sizeable homes.

Background research identified a total of 45 previously surveyed properties and one district located within the study area (Figure 2). Six houses had been demolished, and one additional property was inaccessible. Field survey resulted in the identification of 40 additional pre-1952 properties within the study area (Figure 3).

None of the airport building buildings appears to meet the 50-year age consideration of the National Register. However, it is recommended that the entire airport property be evaluated at the Phase IB/II level to determine if it meets National Register eligibility requirements.

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1. INTRODUCTION

1.1 Purpose and Goals of the Investigation

John Milner Associates, Inc. (JMA) conducted a historic architectural background study in connection with the proposed master plan update for Delaware Air Park, located in Cheswold, Kent County, Delaware (Figure 1). This work was undertaken for R. A. Wiedemann & Associates, Inc. on behalf of the Delaware River and Bay Authority and the Delaware Department of Transportation. At the time of the study no Area of Potential Effects (APE) had been defined for the proposed undertaking. The purpose of the historic architectural background study was to inventory all properties containing pre-1952 buildings located within a one-mile radius of proposed Air Park improvements. The study serves as a generalized historical framework designed to identify local historical trends and historic architectural properties in anticipation of more detailed studies of historic architectural resources during the development of the Delaware Air Park Master Plan and associated environmental documentation.

The Air Park is subject to Federal Aviation Administration (FAA) permits and oversight; accordingly, proposed improvements fall within the jurisdiction of Section 106 of the National Historic Preservation Act of 1966. The historic architectural research and survey was conducted in association with procedures outlined in the Delaware State Historic Preservation Office's draft *Guidelines for Architectural and Archaeological Surveys in the State of Delaware* (2001).

1.2 Description of the Project and Study Areas

Delaware Air Park presently encompasses 45.59 acres. An additional 100 acres will be purchased, resulting in a total project area of approximately 150 acres. Proposed improvements to the Air Park include construction of a new runway and establishment of runway protection zones.

The land in the immediate vicinity of the Air Park is lightly developed (Figure 1). Land use includes rural and suburban residential, agricultural, light industrial, and commercial/recreational. The east portion of the study area includes the heavily traveled U.S. Route 13 corridor. Several former farm properties in the study area have been or will be developed as large residential subdivisions.

2. METHODS OF DATA COLLECTION AND ANALYSIS

A review of existing historic architectural and historical information was conducted. This review was based largely on research conducted for an archeological background study for the same undertaking (Siegel et al. 2001). Previously documented historic architectural resources located within the study area were identified. The historic architectural files maintained by the Delaware State Historic Preservation Office were consulted. Manuscript notes were compiled on some identified properties, while structural data forms on other identified properties were photocopied. Additional historic background research was undertaken at the University of Delaware's Morris Library (Newark), the Historical Society of Delaware (Wilmington), and the Delaware Public Archives (Dover).

Secondary sources consulted included Scharf's *History of Delaware*, particularly the discussions of Little Creek Hundred and Kenton Hundred (1888:1115-1130), Eckman's WPA-sponsored *Delaware: Guide to the First State* (1938, 1955), and Runk's *Biographical and Genealogical History of the State of Delaware* (1899). More recent publications consulted included Hoffecker's *Delaware: A Bicentennial History* (1977), Munroe's historical reviews (1954, 1978, 1984), and Hancock's *A History of Kent County, Delaware* (1975-1976). A discussion of the Delaware Air Park is included in George Frebert's recent monograph, *Delaware Aviation History* (1998).

Map sources (both published and manuscript) for Kent County are limited, especially for the nineteenth century and earlier. Historic published maps examined for the project included A.D. Byles's *Map of Kent County, Delaware* (1859) and D.G. Beers's *Atlas of the State of Delaware* (1868).

3. HISTORIC CONTEXTS

Delaware's recent past, comprising approximately three centuries, has been compartmentalized into five temporal study units, as defined by the *Delaware Comprehensive Historic Preservation Plan* (Arnes et al. 1987), which form the basis for an appropriate chronological framework for the investigation of the state's historic resources:

- Exploration and Frontier Settlement (1630-1730)
- Intensified and Durable Occupation (1730-1770)
- Early Industrialization (1770-1830)
- Industrialization and Early Urbanization (1830-1880)
- Urbanization and Suburbanization (1880-1940)

This historical overview relies primarily on the works of Bausman (1940, 1941), Hancock (1932, 1947, 1976), Hayes (1860), Hoffecker (1973, 1977), Munroe (1978, 1984), Scharf (1888), and Weslager (1961, 1967).

3.1 Exploration and Frontier Settlement (1630-1730)

The earliest colonial settlement in Delaware known as Swanendael ("valley of swans") was made at present-day Lewes in Sussex County in 1631 under the sponsorship of patrons of the Dutch West India Company for the purpose of whaling and raising grain and tobacco. This privately financed venture ended abruptly for the colonists in 1632, when the all-male population was overrun by Native Americans living in the area.

To the north, a group of Swedes in the employ of the New Sweden Company built Fort Christina in 1638, in what is now part of the present city of Wilmington, establishing the first permanent European settlement in Delaware. The Swedish government supported the venture, and Fort Christina became the nucleus of a scattered settlement of Swedish and Finnish farmers known as New Sweden. Within a few years, this Swedish settlement included a fort, church, and small farming community.

The purpose of the New Sweden Company was commerce, and the company employees were concerned primarily with such profit-making ventures as the cultivation of tobacco and trade with the Indians for pelts and hides. For most of the years that this settlement existed, Sweden had great difficulty finding people who were willing to emigrate to the colony on the Delaware, due to war, prosperity in the homeland, and the difficulties of the Atlantic voyage. Most of the early Swedish settlers were either employees of the company, bond servants, or convicts, and few of these individuals intended to become permanent inhabitants of the Delaware Valley. By 1647, after almost a decade of settlement, the colony of New Sweden consisted of less than 200 people, and in the six years between 1647 and 1653 no ships, individuals, or letters arrived at the colony from Sweden (Munroe 1978:25-27). The last expedition to arrive in New Sweden in 1654 contained approximately 350 settlers and soldiers.

By 1647, the Dutch West India Company in New Amsterdam recognized that the Swedes posed a potential threat to their colonial interests along the Delaware, or South, River, especially with regard to control of the fur trade. Accordingly, they reoccupied Fort Nassau on the east side of the Delaware River and erected a new fortification, called Fort Beversreede, at the mouth of the Schuylkill River in southeastern Pennsylvania (Myers 1912:43; O'Callaghan 1858:58). In effect,

the Dutch claimed the land that the Swedish colony occupied, from the Schuylkill River south, by right of prior discovery. In 1651 the Dutch West India Company responded to the Swedish colonization by building Fort Casimir at the Sandhook, the present site of New Castle. The Swedes, recently reinforced, retaliated by seizing the fort in 1654 and renaming it Fort Trinity. A year later, in 1655, the Dutch reacted by dispatching a large military expedition (seven ships and over 300 men) to the Delaware Valley. The expedition not only recaptured Fort Trinity, but also captured Fort Christina, the principal Swedish garrison in the colony (Dahlgren and Norman 1988). As a result, New Sweden ceased to exist as a political entity. Nonetheless, many Swedish and Finnish families remained in the region, continuing to observe and maintain their own customs and religion.

In 1657, as a result of peaceful negotiations, the City of Amsterdam acquired Fort Casimir from the West India Company, founding the town of New Amstel near the fort. This was a unique situation in American colonial history, as a European city became responsible for the governance of an American colony. Two years later the Dutch erected a small fort near the mouth of the Delaware Bay (modern Lewes), known as the Whorekil (also spelled Hoerenkil, Horekill, and Hoorekill) for the purpose of blocking English incursions. The Dutch were most concerned with English settlers from the Chesapeake and Virginia, since Lord Baltimore considered the lands situated on the eastern shore of the Chesapeake and extending to the western shore of the Delaware River to be part of his Proprietorship (De Cunzo and Catts 1992:30).

For the decade that they maintained it, the Dutch colony along the Delaware River centered on their settlements at New Amstel (present-day New Castle), and at the Whorekil. Like the Swedes, the Dutch settlers appear to have resided on dispersed, subsistence farms where they engaged in general farming and animal husbandry. New Amstel served as the religious and commercial center of Dutch settlement in the lower Delaware Valley. Villages also developed around Swedish settlement sites at the remains of Fort Christina (Wilmington), Upland (Chester), and Wiccaco (the Southwark section of Philadelphia).

English hegemony of the lower Delaware Valley began in 1664 when Sir Robert Carr, acting on behalf of James Stuart, Duke of York, commanded a military expedition that attacked and captured the Dutch settlement at New Amstel. The settlement at the Whorekil was also seized and pillaged by the English. Initially, the former Dutch colonies in North America were governed by the English as a royal colony belonging to the Duke of York. In 1682, the "Lower Counties" were conveyed to William Penn and annexed to Pennsylvania. In 1704, Delaware became a separate colony with the establishment of its own Assembly but retained close ties with Pennsylvania until the American Revolution. Under English rule, both the Dutch and the Swedes were permitted to maintain their own languages and customs. However, the English initiated many changes in colonial administration, which resulted in the imposition of new settlement patterns. First, the English established a court system accessible to all inhabitants of the region with sessions meeting at Upland (Chester) in Pennsylvania and at New Castle in Delaware. The establishment of courts at these locations served as stimuli to the development of these settlements into regional market towns.

The English also attempted to impose order on the landholding system by instituting a system of surveys and patents and by requiring that all land transactions between individuals be certified by the courts. As a result of these changes in landholding policy, many early settlers acquired formal title to land that they or their families had occupied for several decades (Gerhing 1977). On the other hand, during the process of recordation, ancient boundaries were often altered, holdings reduced in size, and place names Anglicized or changed. In 1671, the Duke of York made the

first land grants in the area of present Kent County. By 1679, 53 grants had been made. With water transportation the major mode of travel and commerce in the late seventeenth century, most of the lands granted in Delaware had frontage on a navigable stream or waterway. In Kent County, twenty-one of the 53 grants made by 1679 were located along the St. Jones River (Hancock 1976:17).

Finally, the English instituted a program of public works that included the construction of roads, bridges, and ferries (Scharf 1888). The development of land-based transportation not only permitted better communication between existing settlements but also permitted settlement of the inland areas of Delaware which were not readily accessible to navigable streams. Overland travel was extremely difficult in the region throughout the seventeenth and eighteenth centuries, with heavily wooded and marshy areas constituting major obstacles (Hoffecker 1977; Munroe 1978). The sparseness of the population and corresponding lack of accommodations for travelers added to the discomfort and dangers of overland transportation. In 1680, people living in the upper part of Kent County, then part of Whorekill County, petitioned Governor Andros to create a new, smaller county to be called St. Jones County. In 1682, William Penn was granted proprietary rights over Pennsylvania and the Lower Three Counties, which included all of modern Delaware. Relations with Pennsylvania deteriorated and boundary conflicts soon developed in St. Jones County, renamed Kent by 1683. The border with New Castle County was Duck (Smyrna) Creek, but as the creek did not extend very far to the west, the western part of the boundary was left undefined. Even more significant were rival claims by the Calverts in Maryland. The Delaware-Maryland border, particularly along northern Kent County, was hotly disputed until it was permanently fixed in 1765.

3.2 Intensified and Durable Occupation (1730-1770)

By the middle of the eighteenth century, population increases and commercial expansion stimulated the growth of towns and the development of transportation and industry. Dover and Smyrna emerged as the two largest towns in Kent County, with markets, landings, and central locations attracting new settlers (Hancock 1976). The population of Kent County grew through both natural increase and the continued movement of new peoples into the area from Maryland, Pennsylvania, the other two counties of Delaware, and from Europe, particularly Great Britain. A census taken privately in 1760 gave the population of Kent County as 7,000 individuals (Conrad 1908:580).

The median size of land warrants granted in 1735 in Kent and New Castle counties was between 200 and 300 acres, with the typical grant close to 200 acres (Eastburn 1891). Larger grants, however, were not uncommon. If New Castle County and southeastern Pennsylvania can be used as a rough comparison, the density of rural settlement in northern Kent County was approximately five households per square mile (Ball 1976:628).

Waterways were important to transportation and commerce as early roads were limited in number and of poor condition. The few existing roads led to landings on rivers and the Delaware Bay where produce and goods were shipped by cheaper and more efficient water transport. The Delaware River and Bay served as a major focus of water transportation because the majority of Delaware's streams flow eastward to these bodies. For this reason, the large port city of Philadelphia, and to a lesser extent Wilmington and New Castle, exerted major commercial influence on the Delaware counties throughout the eighteenth century and later (Egnal 1975; Lindstrom 1978). Wilmington, New Castle, and Lewes were also ports for ocean-going vessels involved in export trade. Overland transport was limited to a few major roads, such as the

eighteenth century post road connecting Philadelphia to Wilmington, New Castle, Odessa, Middletown, Dover, and finally to Lewes, with a western branch at Milford linking it to the Chesapeake Bay. Small secondary roads and paths interconnected numerous villages and hamlets (Hancock 1976; Hoffecker 1977; Munroe 1978).

One reason for the relatively slow growth of Kent County beyond the St. Jones River drainage was a lack of any extensive network of navigable streams or good roads in the western part of Kent County. Lands located to the north and west of the navigable portions of Duck, St. Jones, Little and Murderkill Creeks, were more sparsely populated than other areas in Kent County because of the importance of water transportation in the cheap movement of bulky agricultural products.

In an attempt to improve the roads in the Lower Counties, the General Assembly in 1752 and again in 1761 called for the repair of the "King's Road" between the New Castle-Kent County border and Lewes, which was present in the 1680s. The eighteenth century laws called for the road to be 40 feet wide with all but ten feet cleared. Secondary roads of 30 feet in width and all but ten feet cleared were also to be constructed. From Salisbury (just north of present day Smyrna and later known as Duck Creek Village), along the New Castle-Kent County border, the post road continued south through Dover, Camden, Milford, and Frederica, eventually reaching Lewes and the Maryland border (Anonymous 1797:320, 390-394).

Throughout the late eighteenth and nineteenth centuries, the agrarian Delmarva peninsula was considered an area of production and transshipment between the Chesapeake Bay markets (Annapolis and Baltimore) and the Delaware River and Bay markets (Philadelphia and New York). As local markets prospered, so too did the hamlets and other unplanned towns that had sprung up at crossroads and around taverns, mills, and landings. Important landings included the Brick Store, Hay Point, and Short landings along the Smyrna River; Dona, Naudain, and White Hall landings along the Leipsic River; and Lebanon, Forest, and White House landings along the St. Jones. Landings, as well as towns and hamlets in the study area, formed, grew, and sometimes declined according to local and regional economic conditions (Conrad 1908; Hancock 1976; Munroe 1984).

Throughout Delaware's agricultural history, farm labor has been a valued commodity (Bausman 1933, 1940). In the colonial period, blacks in slavery and white indentured servants were the primary farm laborers. By the mid-eighteenth century, white indentured servants were as numerous as enslaved blacks. Slightly less than one-half of the blacks in the state in 1790 were free; however, by 1810, less than one-quarter of all blacks were enslaved according to federal censuses. Free black labor played an increasing role in farm production in Delaware as ethical and economic factors reduced the profitability of slavery prior to the Civil War. After Emancipation, black labor continued to be a significant factor in farm production.

3.3 Early Industrialization (1770-1830) and Industrialization and Urbanization (1830-1880)

According to the 1810 national census, the population of Kent County was 20,495 persons. Marginal farm lands were being increasingly settled since good, well-drained lands with access to markets were becoming more scarce. The move inland from navigable waterways apparent by the late eighteenth century began with the influx of new populations, particularly from England. This period of growth from the late eighteenth to early nineteenth centuries, however, was short-lived, with the population of Kent County actually decreasing from the late 1810s to the

1830s. By 1840, the population of Kent County, according to the national census, had declined to 19,872 persons. Given the natural increase of the population that remained in Kent County during this period, the number of people leaving and "passing through" the county is even greater. The rapid population growth of the first decades of the nineteenth century in Delaware also forced many farmers off the land. Competition for prime land forced many new farmers to clear and till land of poor or marginal quality. Many of these farmers were then hard pressed to turn a profit from their farmsteads and thus became part of the outward migration from Delaware.

A decline in wheat prices and increased competition for good land was accompanied by a significant decrease in the fertility of agricultural lands throughout the state (Hancock 1947). Poor farming methods, erosion, and simply exhausted land contributed to the economic woes of Delaware farmers. Increased opportunities in urban areas and the West also served to draw people from Delaware in general, and Kent County in particular. As more people left Delaware, the resulting labor shortage made the cultivation of marginal and exhausted lands even less profitable. Thus, even more people moved away from Kent County.

The economic crises of the first decades of the nineteenth century helped to spur the beginning of an agricultural revolution throughout Delaware (Hancock 1947). The first agricultural-improvement society in Kent County was formed in 1835 (Hayes 1860). The discovery of marl, a natural fertilizer, during the construction of the Chesapeake and Delaware Canal in the 1820s enhanced the productivity of Delaware agriculture. The opening of the canal in 1829 further encouraged the production of market-oriented crops by providing for more efficient transportation of perishable goods. The opening of the Philadelphia, Wilmington and Baltimore Railroad in 1839 complemented existing water-based transportation systems and provided transportation of northern Delaware produce to the growing eastern markets (Lindstrom 1978). When the Delaware Line extended rail service to Dover, and later Seaford, in the 1850s, a vast agricultural hinterland was opened and agricultural production for markets increased significantly.

Prior to 1832, Delaware's agricultural products were primarily grains (Hancock 1947). Fruit and vegetable crops were of lesser importance. Nonetheless, from the 1830s to the 1870s, Delaware was the center for peach production in the eastern United States. Rich soil, favorable climate and rainfall, excellent transportation facilities, and strategic locations near large markets made peach production a lucrative enterprise. The peach industry was hindered in Kent and Sussex counties until the 1850s due to transportation limitations (Hancock 1932). Early attempts there failed because producers could not move fruit to market economically. Rail service into the area and the absence of the peach blight in the southern counties made peaches profitable into the 1870s. By the end of the "peach boom," massive harvests were being shipped by rail and steamship lines to New York where the produce was readied for resale to the northern states. The spread of a disease known as the "Yellows" devastated orchards throughout the state and brought an end to the boom. However, until the peach blight curtailed production, the peach industry proved profitable for a large number of peach growers, as well as a variety of support industries.

Throughout the nineteenth century, and into the twentieth, agriculture in Delaware continued to focus on perishable products with a decrease in staples (Bausman 1940; Hancock 1947). More diverse crops, including tomatoes, apples, potatoes, and truck produce became more common in response to the demands of markets in New York, Philadelphia, Baltimore, and other cities. The number of acres cultivated in Kent County rose from approximately 283,000 acres in 1850 to 338,000 acres by 1900. Poultry and dairy production also increased significantly in this period in

Delaware, particularly in Kent and Sussex counties. Concurrent with the rise in importance of truck crops and dairy products in the late nineteenth century was the improvement of transportation throughout the state. The completion of the Delaware Railroad trunkline through to Seaford in 1856 encouraged the production of such goods by providing quick and cheap access to regional markets. Prior to the Delaware Railroad, steamboats and other water craft provided areas of Kent County with cheap and efficient transportation.

Tenant farming, which had been common in the eighteenth century, became even more prevalent in the nineteenth century (Bausman 1933). Large landowners, having acquired much of their holdings during the hard times of the 1820s and 1830s, leased their land to tenants. Most of the landowners and tenants were white, although a number of tenants and farm laborers, particularly in Kent and Sussex counties, were black.

Cheswold was founded in 1856, during the era of industrialization and shortly after the railroad was completed (Hancock 1976:49; Scharf 1888:1128). Originally the town was named Moorton, after James S. Moor, the largest landowner in the area and the first postmaster. As a railroad town in farm country, Cheswold became an important distribution point for the shipment of grain and fruit from the fields to larger distribution and consumption networks. By 1860, a grain warehouse and brickyard had been built in town, in addition to three general stores, a wheelwright, and 35 homes (Hancock 1976:49). In 1881, a canning factory was established in Cheswold, thus relaxing the requirement for all fruit to be shipped quickly out of town.

The mid-nineteenth century appearance of the study area is depicted on Byles's 1859 Kent County map (Figure 4). Cheswold, then called Moorton, is depicted as a small crossroads village. A second crossroads village is located at the present intersection of U.S. Route 13 and Route 42. Then known as Kefers Cross Roads, the intersection is now known as Bishops Corners. The remainder of the study area consisted primarily of scattered farms. A similar pattern of development is shown on an 1868 map contained in Beers's atlas of the state (Figure 5).

3.4 Urbanization and Suburbanization (1880-1940+)

The agricultural trends identified in the late nineteenth century continued relatively unchanged well into the twentieth century (Bausman 1940). By 1900, over 50 percent of all farmers in Delaware were tenants or sharecroppers. Tenancy remained a dominant farming practice into the twentieth century, with almost 50 percent of the farmers in Kent County being tenants in 1925. Corn and wheat declined in importance due to competition from the western states. By 1880, alfalfa, legumes, and truck crops were increasing in importance, and by the mid-twentieth century had become more profitable than wheat. Dover was still the largest city in Kent County, although smaller than Wilmington and Newark.

The late nineteenth and early twentieth centuries also saw the increasing commercialization of southern New Castle and Kent counties (Hancock 1976). Light manufacturing, including carriage making and cabinet making, and foodstuff processing, including canning and juice/syrup production, became an important part of the Delaware economy. Smyrna and Dover were the sites of most of this commercial and manufacturing activity, although other areas including Camden-Wyoming and Frederica were involved.

The patterning and density of settlement in Delaware, and the study area specifically, have been strongly influenced by several factors throughout its history: 1) an agrarian economy; 2) the commodity demands of large markets, first Europe and the West Indies, and later domestic

commercial-industrial centers, and 3) transportation facilities. The completion of the Dupont Highway in 1923 linked the northern and southern sections of the state and helped to complete the shift in agricultural production towards non-local markets and open new areas to productive agriculture. Improved transportation in the twentieth century also brought a decline in the importance of the many small crossroads and "corner" communities that had sprung up in the late eighteenth and nineteenth centuries. Cheswold was one of these crossroads communities, and by 1976 the only industry noted for the town was a State Highway Maintenance Garage (Hancock 1976:49).

The early twentieth century appearance of the study area is shown on a 1908 USGS map (Figure 5). Aside from the village of Cheswold, the area was rural in character with residences, many of which were probably farm houses, located to either side of major roads.

The Delaware Air Park was started as a 1,800-ft. private grass airstrip in 1954 by Floyd Durham (Frebert 1998:330). Durham built this airstrip after Hurricane Hazel destroyed his other airstrip located in Dover, earlier the same year. Mr. Durham was interviewed on May 25, 2001 for the present project. Highlights of the interview are presented, focusing in particular on the developmental history of the Air Park:

- 1978 The first Air Park structure, built in 1957 or 1958, was an open shed that could house five small planes, which was later enlarged to accommodate more planes.
- 1979 In 1964, Durham built a hangar for six small planes.
- 1980 In 1966, Durham started construction on the current Air Park terminal.
- 1981 Durham paved the air strip in 1968.
- 1982 He added classrooms to the terminal in 1970 and a shop hangar in 1976.
- 1983 On July 31, 2000, Durham sold the Air Park to the State of Delaware.
- 1984 The Delaware Air Park is currently one of 12 public-use aviation facilities administered by the Delaware River and Bay Authority (Delaware Department of Transportation 2001).

3.5 Agricultural Contexts

The predominant historic property type within the study area is the farmstead. Although no context has been prepared for the architecture of Kent County farmsteads, relevant information is contained in De Cunzo and Garcia's 1992 study, *The Archeology of Agriculture and Rural Life, New Castle and Kent Counties, Delaware, 1830-1940* (1992:233-245). The authors identify seven property types, of which five may be present within the study area:

1. *Agricultural Complex*: the farmstead, or main compound, of the farm itself, including at least one dwelling, domestic and agricultural outbuildings, yards, gardens, and associated activity areas (DeCunzo and Garcia 1992:234).
2. *Agricultural Dwelling*: the residence of a farm owner-operator, tenant farmer, farm manager, or other free agricultural laborer and his or her family-household. It encompasses at least one dwelling, as well as domestic outbuildings and yards, gardens, and associated activity area (DeCunzo and Garcia 1992:236).

3. *Agricultural Outbuilding*: One or more outbuildings of the same or different agricultural functions located on farms but isolated from the farmstead, or agricultural complex (defined above). The outbuilding(s) also include(s) associated work and storage yards (DeCunzo and Garcia 1992:237).
4. *Agricultural Quarter*: A residence or residential complex housing numbers of agricultural laborers such as slaves or migrant workers. The property type includes at least one dwelling, along with domestic outbuildings in some situations, and the associated yards, gardens, and activity areas. The primary distinctions between agricultural dwellings and quarters are found in architectural and landscape features and configurations, and in the nature of resident housing (DeCunzo and Garcia 1992:239).
5. *Agricultural Structure*: One or more structures no designed to shelter humans or their activities, along with associated activity areas, yard and work spaces. Isolated from the agricultural complex but located on the farm, this property type includes such structures as embankments, drains, sluices, and ditches found on many late eighteenth through mid-twentieth century Kent County farms (DeCunzo and Garcia 1992:243).

4. RESULTS

4.1 Previously Identified Historic Architectural Properties

Several cultural resources studies have been conducted in connection with proposed improvements to U.S. Route 13. Some of these studies encompass terrain within the study area of the Delaware Air Park. These studies generally have not included field survey of historic architectural properties but instead have included lists of standing structures within the project area drawn from the files of the Delaware State Historic Preservation Office (Custer et al. 1984:18, 22-24). No systematic historic buildings survey has been previously conducted in association with earlier Air Park improvements.

With few exceptions, the historic building survey forms for properties within the study area were prepared in the late 1970s or early 1980s as part of a larger Kent County survey. Previously surveyed properties are listed in Table 1 and depicted in Figure 2. A total of 45 previously surveyed properties were identified within the study area. Of these, six had been demolished. In addition, one district, the village of Cheswold, had been previously surveyed.

4.2 Newly Identified Historic Architectural Properties

In conducting the field investigation for the present study, JMA personnel drove or walked every public road within the designated study area. In addition, nonposted farm lanes and driveways were also traversed. In two cases, lanes were posted with "No trespassing" signs and were not traversed.

JMA personnel photographed all historic properties within the study area that can be visually dated to pre-1952. Location information and brief descriptions of these newly surveyed properties are contained in Table 2. The locations of these properties are indicated in Figure 2. All surveyed properties within the study area were documented with one or more black and white photographs. These photographs accompany the appended tables.

5. CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

A historic architectural background study was conducted in conjunction with proposed master plan improvements to the Delaware Air Park. Research included review of documented buildings and structures on file at the Delaware State Historic Preservation Office. In addition, a pedestrian and vehicular reconnaissance of the designated study area was conducted. Thirty-nine extant previously surveyed historic properties and one district are located within the study area. Six additional historic buildings were demolished after completion of the survey form. Of the extant surveyed resources, 38 properties and one district were photographed. The remaining property was posted with "No Trespassing" signs. An additional 40 historic properties were identified within this area during the field survey. These historic properties are listed and briefly described in tables 1 and 2.

5.2 Recommendations

JMA recommends that a Phase IB/II historic architectural investigation be conducted within a defined Area of Potential Effects (APE) of the proposed Air Park improvements. This investigation would include intensive survey of historic properties, including the Air Park property itself, completion of Delaware State Historic Preservation Office inventory forms for each property, and evaluations of National Register eligibility. Guidelines for conducting a Phase IB/II historic architectural investigation are contained in the State Historic Preservation Office's *Draft Guidelines for Architectural and Archeological Surveys in the State of Delaware* (2001).

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